

Joint Issue of

ELSIE ITEM

and the

DECK LOG OF THE USS LCI(L) 713

Official Newsletters of the USS LCI National Association and
The Amphibious Forces Memorial Museum



ISSUE 113

JUNE 2021



100 Year Old Gordon Smith
Signals from the Conn Tower -
His Life Story Inside.

Inside this Issue...

- LCI-713 restoration & updates
- Lt.(jg) Harvey's LCI(L) 1074
- Memorial pages to LCI Veterans
- Flotilla 11 at Normandy



The Amphibious Forces Memorial Museum

Home of the LCI-713

MISSION

The Amphibious Forces Memorial Museum (AFMM) is an Oregon Non-Profit organization dedicated to the restoration and preservation of the USS LCI 713. Our Mission is to preserve the history of the Amphibious Forces in WWII, Korea, and Vietnam, to educate the public on the rich naval maritime heritage that the Amphibious Forces have played in our nation's history, and the importance of preserving historic naval ships for future generations.

Info



Website

www.amphibiousforces.org



Instagram

www.instagram.com/lci713



Facebook

www.facebook.com/lci713

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Please feel free to contact any of us with any comments or questions.

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The "Deck Log of the LCI-713" is the Official publication of the AFMM. Membership is available to anyone interested in our mission of historical preservation and education. For more info please visit our website

This publication is a collaboration of the USS LCI National Association and the AFMM.

Notice: The AFMM or USS LCI National Association are not responsible for the accuracy of the content. There is an immense amount of research that goes into some of these articles and we rely on the diligence of the author of each article.



Navy and Coast Guard Veterans of World War II and Korea USS LANDING CRAFT INFANTRY NATIONAL ASSOCIATION

MISSION

The USS LCI National Association is dedicated to preserving the history of the World War II Landing Craft Infantry ships and honoring the sailors that manned them. In our publications and website you will find first-hand accounts from the sailors, stories about the battles they fought, the experiences they had, and historical photos.

usslci.org



To learn more about **your** LCI history, **your** collective experiences during the war, and other related LCI information, please visit **your** website. Here you will find all the information related to LCIs that we have acquired. **Enjoy your visit!!**

ABOUT US

- What We Do
- Officers & Executive Board
- AFMM-LCI-713 Alliance
- Non-Profit Status

THE STORIES

- Featured Stories
- Story Archive
- Share Your Story

THE ELSIE ITEM

- Recent Articles Available Online*
- The Archive
- Other Research Resources

THE LCI EXPERIENCE

- LCI Facts
- Combat Awards
- Honor, Valor, Sacrifice
- Reunions
- The LCI-713

* Note: The most recent articles and updates to the site will appear shortly after the publication of each Elsie Item Issue

Your Story



We are always looking for stories and memories of your LCI service. Although we are primarily interested in your experiences aboard an LCI ship, we are also interested in the circumstances leading up to your entry into the Navy and the impact that your WWII experiences have had on your postwar life.

General guidance on sharing your story can be downloaded from the Association website: usslci.org/share-your-story/. Any letter to the editor can be sent to **Jeff Veeseemeyer (JeffreyMktg@gmail.com)** or the postal address below.

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"Elsie Item": Official publication of the USS LCI National Association, a non-profit veteran's organization. Membership in the USS LCI National Association is open to any U.S. Navy or U.S. Coast Guard Veteran who served aboard a Landing Craft Infantry, to anyone related to an LCI veteran, to any past or current member of the U.S. Armed Forces, and to anyone interested in the history of LCIs.

Notice: The USS LCI National Association is not responsible for the accuracy of articles submitted for publication. Time and resources do not permit the ability to check each story; therefore, we rely on the author to research each article.

Funny Money

Message from the Amphibious Forces Memorial Museum President

The AFMM Board of Directors had gathered in LCI-713's newly renovated crew's messing space. Topic A was: "Where do we go from here, and how do we get there?" Our volunteer public affairs specialist, J. Wandres (JOC-USNR-R) offered what he thought was a great idea: "Why don't we just ask 300 of our richest supporters to each write AFMM a check for a thousand bucks?" Then, Wandres (who sometimes seems not too "tightly wrapped") concluded, "With the extra \$300-K in the bank we'll just tow the LCI around the bend of Swan Island, right up to Vigor Shipyard's floating dry dock."

No, of course, that was just my attempt to be funny (maybe) at "J's expense."

Like the volunteer crew that reports for duty on Saturdays, he helps me and the crew to pass the word to all our supporters of AFMM, as well as the National organization of amphibious forces veterans. Many of these support AFMM annually.

And, although like everyone else under the sun, we have been impacted by Covid this year but in spite of that, we have managed to keep growing that new bottom fund of ours. But the clock is definitely ticking on our 75-year-old hull.

We recently had a visit by a volunteer from the WWII aircraft carrier USS Hornet CV-12, who was quite impressed by the level of accomplishment, quality of our displays and the frenzy of activity by our crew. Our AFMM crew is simply the best set of volunteers that we could ask for and we owe them our gratitude and thanks. Just check out the amount of fabrication work that has been completed and installed this year, not to mention all the restoration work. And it gets better as we have added a few more really great new volunteers.

But: don't take my word for it. Check out the Newbie article and restoration update, or better yet, next Saturday, come on down to Portland's Swan Island Gate 18 and see for yourself.

We owe our successes to our fantastic membership who not only provide most of the funding to make this all happen but help supply many of the historical items for our displays. We hope to show that we are worthy of your continuing support.

Thank you all very much!



AFMM President



Yes, I want to help launch the LCI 713!

- Make a donation to the AFMM by year's end.
- Become a member or upgrade your membership level.
- Purchase a membership for your family or friends this holiday season.
- Sign up to volunteer.
- Include us in your will, living trust, life insurance proceeds or retirement plan.

For more information, call Rick at 541-226-5427 or email afmm@amphibiousforces.org

Amphibious Forces Memorial Museum
Rick Holmes, President
PO Box 17220 - Portland, OR 97217

*Note: If you don't want to use the form, it's ok.
However, please keep us up to date on your contact
info for our mailings. Thanks!*

Enclosed is my contribution of \$_____ to help get the LCI-713 underway.

- Lifetime Membership \$500 Lifetime Veteran \$100 Annual Member \$20
 Lifejacket Memorial \$250 (We will contact you for an inscription)

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Email: _____

Phone: _____ Vet (Y) or (N) _____

LCI or Ship affiliation _____ Branch/rank _____

(You may also contribute online via our website)

- My company offers a matching gift program.
 Contact me about setting up an automatic monthly direct donation.
 Send me information on including a legacy gift in my estate plan.
 I would like to volunteer.
 I would like to sponsor _____

My Gift Is: In Memory of In Honor of

Person's name _____

Comments _____

Observations from Officer's Country

from Robert E Wright Jr

Memorial Day 2021. Each year we include in the ELSIE ITEM issue closest to Memorial Day, the List. As more research is conducted, we uncover lost stories that reveal additional names of those who had died while serving aboard the LCI's of WWII. Again this year the List has grown longer. Please take time to read each name and reflect for a few minutes, on those who gave everything to stop the forces of tyranny. This is the cost of Freedom we cannot repay.

Pete Selan, Director. We received word from Royal Wetzel that Pete Selan had passed suddenly on March 14, 2021. Pete was a director of the Association for many years and recently held the position of Secretary of the Executive Board. Pete was the nephew of Leo Selan who was killed in action aboard an LCI. He proudly represented him at many reunions. Fair Winds and Following Seas Peter Selan.

Lisa Tancredi Secretary of the Executive Board. With the passing of Pete Selan the Executive Board required a new Secretary. I asked Lisa, who is our newest Director if she would assume the vacant position. She accepted the appointment and was approved by the vote of the other Executive Board members. For all of us who have had the pleasure of meeting and working with Lisa, we know that her dedication to the LCI veterans and this Association will make her an outstanding member of the Executive Board.

New Director needed. The passing of Pete Selan, and with Lisa Tancredi assuming the position of Secretary, the Association has a position open on the Executive Board. We would like find an individual who is committed to the LCI National Association's goal of preserving the stories of the Landing Craft, Infantry and the men who, so many years ago, sailed those small ships across the oceans to fight a war far from their homes. An interested individual should be willing to contribute some of their time and talent to achieving this goal. Desire to travel to annual reunions would be preferred. Please contact Robert Wright, if you feel that you can make this commitment.

USS LCI Association Annual Reunion 2021, the continuing saga...

The number one question that I have received from our veteran members is if there is going to be a reunion this year. Due to the pandemic we have had few options for a safe event so far. Plans for a reunion in 2022 are being considered. BUT based on the number of requests for a 2021 gathering we have decided to explore the possibility of having an event this fall. If we can get 30 people interested, and to make the commitment, we will try to make it work. See the bottom of the nest page for a response form.

A Celebration of a Life Well Lived

(continued from last issue)

This is our continuing tribute to our remaining veterans who served their country in time of War and returned home to live long lives in Peace.

AGE	LCI Veteran	Rank or Rate	Served Aboard
100	E Moser	MoMM2/c	LCI(M) 1088
98	D FORMAN	MoMM3/c	LCI(L) 36
98	M SMITH	SM3/c	LCI(M) 354
97	A PIPES	MoMM1/c	LCI(L) 481
97	R HUDSON	MoMM1/C	LCI(L) 551
97	J RICHOTTE	MoMM2/c	LCI(L) 874
96	E SCROXTON	MoMM 2/C	LCI(G) 70
95	V SIMONI		LCI(L) 544

This month we have a new member who assumes the title of the Oldest Living LCI Crewman. That World War II sailor is **Ed Moser** who served aboard the *LCI(M) 1088*. Ed is three months older than the former title holder, Gordon Smith of *LCI(L) 43*. An interesting pattern exists in these members listed above. If you look at their ratings, six of the eight men listed here were Motor Macs. There must have been something in the air, oil, heat, and noise of the engine room that helped **contributed to their longevity**. We wish them these men a very happy year and that they be blessed with continuing good health and loving families. You are truly an inspiration to your fellow LCI Association Members who have the privilege of knowing you.

Proposal for an OCTOBER 2021 (or Late Fall) Reunion:

If you feel that you could attend a Reunion at the World War II Museum in New Orleans in October 2021, please respond. We will provide the details ASAP

Name _____ Ship _____

Number Attending _____ Contact Phone: _____

Contact Email _____

Mail response to: Robert Wright PO BOX 407, Howell MI 48844-0407
or email this information to REWRIGHTCPA@GMAIL.COM



Gator Gossip

By Jeff Veesenmeyer

Jeff, your article (*Son Discovers Dad was on LCI at Utah Beach, Normandy -Issue 112*) is so wonderful to read. Thank you so much. Also, thanks a lot for the PDF of Elsie Item. I've attached photos of my parents. I just wanted you to see a few nice photos of my dad outside of his military uniform. My parents are buried in Vahalia, New York near where I grew up. Next time I visit the cemetery I will bring a small chair and read to my dad and mother your entire article about dad's service on *LCI(L) 530*.

Steve Jampol - Georgetown, Texas

Hi Jeff, my Elsie Item came today. (*Issue 112 on March 12th*). I am in awe of your ability to make a magazine out of some old sailor's memoirs. But you do it every time! I also would like to applaud those three swabbies that have hit the century mark! (*Smith, Laabs and Rayner on page 6*) They are tough as nails. Maybe they had breathed so much salt air that it preserved everything. Keep up the good work.

Rod Scurlock

It is with great regret that I announce the passing of **David Forman (LCI 36)** at the age of 97 on April 18, 2021. Please know that Dad was a very proud LCI veteran, and he was very proud of the USS LCI National Association. He spoke often about the issues that were published, the reunions that he was able to attend, the veterans he met, and the friendships he and my Mother established

through the Association. My brother and I (as well as our families) are grateful for the memories and stories that were sparked because of his relationship with the LCI National Association. Thank you. And thank you for all you do.

Warmest regards - Steven Forman

Editor's Desk: Abe Laurenzo has retired from writing the Chaplain's Corner column in Elsie Item. I'd like to thank him for providing his spiritual guidance the past five years. His thoughtful messages were targeted to a tough audience. He did that well and never "missed ship" – the deadline.

Our new writer for Chaplain's Corner is Judi Mayfield. She is a writer, author, poet, musician, great grandmother and retired Civil Service worker. Her experience with the military encompassed working at both Mather and McClellan Air Force Bases during the Vietnam War. She typed training manuals and navigator reviews while picking up a bit of military lingo.

Mayfield co-authored a book and writes Christian poems. She is a member of the Vancouver Christian Writers group. This is where she met Rich Lovell and learned about the LCI National Association. When Mayfield learned of the opening for the Chaplain's Corner column, she was eager to volunteer and get started.

Read the first Chaplain's Corner by Judi Mayfield in this issue of Elsie Item. Welcome aboard Judi.

SEND LETTERS TO:

JeffreyMktg@gmail.com or my mailing address listed on Page 2.

CHAPLAIN'S CORNER

One Nation Under God

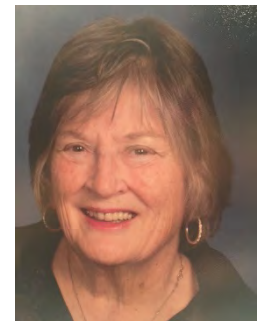
A season of remembrance is here. In May we remembered our loved ones; June 14 is Flag Day and on July 4th we celebrate our God-given Independence. This seems like an appropriate time to share the words of each fold in the Flag Folding Ceremony which represents the same religious principles on which our great country was originally founded.

1. The first fold of our Flag is a symbol of life.
2. The second fold is a symbol of our belief in eternal life.
3. The third fold is made in honor and remembrance of the veteran departing our ranks who gave a portion of life for the defense of our country to attain a peace throughout the world.
4. The fourth fold represents our weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in times of war for His divine guidance.
5. The fifth fold is a tribute to our country, for in the words of Stephen DeCatur, "Our country, in dealing with other countries, may she always be right; but it is till our country, right or wrong."
6. The sixth fold is for where our hearts lie. It is with our heart that we pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation, under God, indivisible, with liberty and justice for all.
7. The seventh fold is a tribute to our Armed Forces, for it is through the Armed Forces that we protect our country and our flag against all her enemies, whether they be

found within or without the boundaries of our republic.

8. The eighth fold is a tribute to the one who entered in, to the valley of the shadow of death, that we may see the light of day, and to honor mother, for whom it flies on Mother's Day.
9. The ninth fold is a tribute to womanhood; for it has been through their faith, love loyalty and devotion that the character of the men and women who have made this country great have been molded.
10. The tenth fold is a tribute to father, for he, too, has given his sons and daughters for the defense of our country since they were first born.
11. The eleventh fold, in the eyes of a Hebrew citizen, represents the lower portion of the seal of King David and King Solomon, and glorifies, in their eyes, The God of Abraham, Isaac, and Jacob.
12. The twelfth fold, in the eyes of a Christian citizen, represents an emblem of unity and glorifies, in their eyes, God the Father, God the Son, and Holy Ghost.
13. When the Flag is completely folded, the stars are uppermost, reminding us of our national motto, "In God We Trust." Blessed is the nation whose God is the LORD, the people He chose for His inheritance. Psalm 33:12. Americans, stay strong and hold onto these truths.

Judi Mayfield
Author / Writer / Poet
Elsie Item Chaplain



NEWBIES - From Adidas to the *Artisan*

By J. Wandres

AFMM's weekend "forward OP" use to be at McDonald's but is now on Portland's Swan Island. The pandemic put an end to convenient meeting places, but it has not stopped our dedicated crew from Saturday ship work. In fact, our crew has significantly expanded during the pandemic.

We are very grateful for the off-site restoration being performed by many of the Oregon Military Museum volunteer workforce. Several have become regular Saturday AFMM shipboard volunteers as well.



L-to-R, Steve Bland, Phil Richart, Steve Adams, Mark Stevens, Dennis Weehunt, Lynn Stott, Kingsley Cheung, Kevin Domina, Steve Greenberg.

We have also added Steve Adams, Pete Stolpe and John Minihan to our regular AFMM crew. Pete is on the marketing staff of Adidas, whose headquarters building overlooks Swan Island. It is not known if from his desk Pete Stolpe can see the LCI. John Minihan is President Emeritus of the Western Oregon University, who is also a Ham Radio specialist and has been a huge help in our radio room. Steve Adams is a wonder worker and brings a host of trade

experience to the LCI-713, including welding, plumbing, fabrication and mechanical work, including engine rebuilds. He is a master at all of these.



Steve Adams rebuilding the winch engine.

And now you know: Swan Island is not a natural island in Portland's Willamette River. It was constructed of landfill in the 1920s to be Portland's municipal airport. The "island" was connected to the mainland by a causeway. The airport opened on September 14, 1927, and featured a fly-in by Charles "Lucky Lindy" Lindberg, in the "Spirit of Saint Louis."

In the period after World War II when commercial aircraft became larger, the Swan Island strip was inadequate, and the airport was closed in 1946. The island now serves as headquarters for several freight forwarding companies, the North American headquarters of Daimler, and the former Vigor Ship Repair facility at the western end of the island. Vigor's facilities include the World War II floating drydock, the former USS *Artisan*.

LCI 713 Restoration Update

By Rich Lovell, Rick Holmes

Of course everyone knows about the terrible impacts of Covid 19 and we have felt them on the *LCI-713* too. It has been almost a year since we have been able to have any visitors on board. We even went through a period of two or three months when we were totally shutdown.

The good news is that with our expanded crew, (*see Newbies article*) we picked up again have been able to continue and even accelerate our restoration efforts, Including:

- Fabrication work
- Major fire main and water system repair and restoration
- Winch engine and housing rebuild
- Plenty of repainting thanks to John Ragno's never ending task
- And a host of small projects

THANK YOU AFMM CREW!

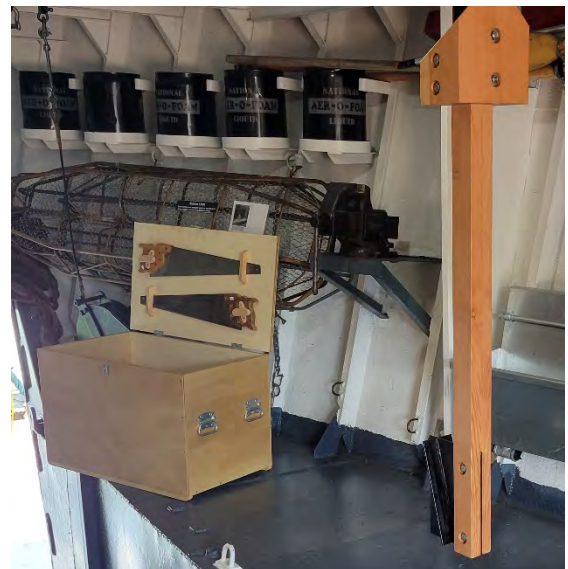
One of the main items of focus is to fabricate many of the parts or fixtures that were missing off the ship:



*Splinter shields for the 20mm
L-to-R Lynn Stott, Rich Lovell, Steve Adams.*



*The Foc'sle- Troops: Urinal, Toilet Trough,
Wash basin, (All, now operational).*



*Tool Box and towing spar
(2nd tool box).*



*Ventilation duct, by Steve Adams
(Affectionally "The Mailbox").*



Crews Head - Toilet troughs and Urinal.



Bridge Helmsman's steady rest post. Wooden curved back rest being repaired.



"Charlie Noble" vent stacks for the galley stove and boiler.



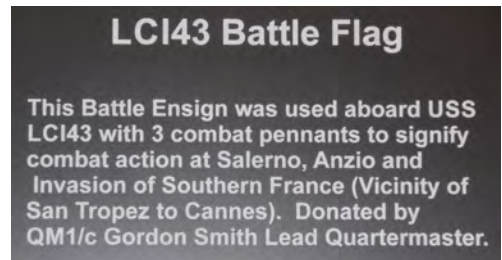
Galley Bread Box



Mail Call!



*Engine room gauge panels per original spec
By Dennis Weehunt.*



Thanks to Mike Hyde, our volunteer engraver, we have many many, new signs, and labels for our displays.

And we have acquired (via donations) many new display items and historical artifacts. Here are some highlights:



An authentic Webperfection Stove, donated by Jon Fogg of Charlevoix, MI who noticed the need on our website.



Silver donations (Thanks to Leon Gilbo).



*WWII Navy Gray flag
L to R, John Ragno, Mark Stevens.*



Signal Blinker Binocular attachment, (Thanks to Captain Kevin Coulombe).



*Small Arms Locker with replica weapons
(Thanks to Rick Dulaney).*



Radio Equipment (portable)

An Amazing Journey: Gordon Smith turns 100 *By Sharon Smith*

Gordon Smith, AFMM Chairman Emeritus and long term LCI National Association Director, mentor and good friend to many people, recently celebrated an amazing milestone. He turned 100 years old! What an honor it is to reflect on his journey of life.

Gordon was born March 21, 1921 in Fort Collins, Colorado to Gordon Lewis Smith and Mary Monteford Smith. However, we celebrate Gordon's birthday on March 31st because of an error that was made when Gordon enlisted in the Navy. They accidently recorded his birth date as March 31, 1921.

When Gordon was nine months old his father left the family, leaving Gordon's mother Mary and his 2-year-old sister Geraldine (called Jerry all her life) behind. No one ever heard anything about Gordon's father again.

Mother Mary took Gordon to live with his Aunt Ethel Menard (on his father's side) and her husband Archille Menard. They lived in Silver Bow, Montana just outside of Butte. Then she brought Gordon's sister to Portland, Oregon to stay with her Grandmother and step Grandfather, Charles and Sylvia Anderson. Mary sought employment so that she could eventually care for Jerry and Gordon, but never returned.

Aunt Ethel became "Mom" to Gordon and Archille became the only father he ever knew. The first home Gordon remembers was a box car with the wheels removed and resting on cinder blocks. It was positioned between a rail line and the switch engine tracks. They had no electricity or indoor

plumbing, so they used an outhouse. There was no insulation, but the sides of the box car were shingled to give extra protection from the Montana weather.

Gordon recalls taking his wagon along the train tracks and collecting coal that had fallen off the coal cars. This was for heat as well as cooking. The wagon was also used to haul blocks of ice from the icehouse. Ice was stored there under piles of sawdust.

Another memory is that of riding the switch engines with the engineer and fireman where Gordon was allowed to pull the cord to blow the steam engine whistle.

Gordon lived with Aunt Ethel and Archille until they divorced. This devastated 7-year-old Gordon, as he was very close to Archille. Aunt Ethel then took Gordon to Portland to live with his grandparents. Gordon slept on an army cot in the attic above the porch. He could hear the fir trees brush up against the house at night.

Gordon was thrilled to find out that his sister was there. He and Jerry bonded immediately and remained close all their lives. He also connected with his two first cousins, Bob and Dick, who lived in Astoria but came to Portland frequently to be with Gordon and Jerry.

Gordon's grandparents raised foxes, a popular business in those days. Gordon got up early in the morning to help out with the chores that included milking their Jersey cow and many nanny goats. He always says that he was raised on organic foods and goat milk. He also helped with the foxes and learned to handle them with his bare hands. After school, the chores were repeated, then came supper, studying and early to bed.

Wednesday night was prayer meeting and church was on Sunday. The first church Gordon regularly attended was Ventura

Chapel where he met Arnold Motz. He was the son of the pastor. The two boys sang in the choir during their teen years. Gordon played the trumpet, and his sister played the piano and accordion. They joined with a few other friends and would play on the sidewalk in front of the Union Gospel Mission on Sundays.

Gordon's grandfather was a newspaper man and insisted Gordon take typing and Latin in high school. Gordon was the only boy in the typing class. These courses directed him and served him well in the years to follow, both in the Navy and even today as he hacks away on the computer.

Gordon graduated from Parkrose High School in the spring of 1939 and began working with the Hoe Saw Company. They made large bandsaws and circular saws for lumber mills. His wages began at .25 cents an hour and with a .05 cent raise he earned \$510 a year. He went on to other jobs and in 1941 his annual salary had increased to \$1,260. However, he took a drastic pay cut when he joined the Navy on June 6, 1942. His earnings dropped to only \$17.00 month or \$204.00 annually. The attack on Pearl Harbor spurred many men to join the fight in what would become World War II.

After boot camp Gordon requested to attend quarter master school and was trained in signaling and semaphore. This provided communication between ships with flags and flashing lights. He learned navigation by using the stars, a sextant and a stopwatch, which was used to maintain Greenwich, England's exact time. He said, "If they ended up within two miles of their location, they felt they were right on. Nowadays with GPS and knowing your location within six feet, it almost feels like cheating."



Gordon Smith goes into the Navy.

Gordon spent two years on the *LCI(L) 43* and rose to the rank of Quarter Master 1/c. "These ships were the smallest ships to cross the ocean under their own power with a crew of 21 men and 3 officers," he explained. During his two years on the ship, he was never ashore overnight. They had no fresh food. It was powdered eggs, powdered milk, and canned food. The LCI s were used for landing troops onto hostile beachheads. They would bring prisoners and wounded back to the transports during an invasion. This kept the LCI scurrying in the heart of the invasion area and under constant shelling and air raids. An invasion period might last from a week or two or up to several months. Gordon saw action at North Africa, Salerno, Sicily, Anzio and Southern France. "If there were only 12 air raids at night, we felt the battle was tapering off," said Gordon.

At Toulon Harbor in Southern France *LCI 41* and *43* were given a special mission. The Free French had sunk their fleet to prevent Germany from capturing their ships or using the harbor. The piers were needed to bring in large transport ships. Divers were brought aboard the LCIs with their diving suits,

compressors, hoses, and related gear. Their orders were to blow up obstacles in the harbor and to drive sunken ships deeper into the mud with long lines of dynamite.

The divers went down and put explosives on the sunken ships. Once back on board, the ships backed off to a safe distance. The explosives would then be blown; this procedure went on around the clock with both LCIs. “Within just a few days we had Liberty Ships coming into the harbor of Toulon, bringing much needed ammunition and supplies,” said Gordon. *(This expanded story was told in Elsie Item June 2020.)*



Toulon Scuttle

Some of the crew tried a few dives with improvised gear too. Gordon remembers going down and seeing schools of fish darting in front of him. In going to the bottom there was tall grass weaving back and forth and a moment of fear would touch Gordon...as he wondered how long that grass really was. But their improvised diving was not deep because of pressure on their ears. It was fun to be playing in the French Riviera waters.

Gordon said during invasions they would run their ship right onto the beach to land troops. “That’s against Navy policy,” he said jokingly, “but this was the best way to accomplish our mission.” On one of the trips back to the transport with POWs from the

Anzio battle, Gordon met a German POW from Portland, Oregon. The POW had gone to Germany two years earlier to visit relatives and while there was drafted into the German Military. Gordon asked the German if he wanted him to notify his parents back home and let them know that he was OK, and he said yes. His parents were incredibly grateful to hear from Gordon.

One other memory Gordon will never forget was being in the Colosseum in Rome. He was alone and following a passageway where he saw the cages in which Christians and wild animals were kept. He then came across an altar where the Christians prayed before going into the arena. He said it was almost ethereal and affected him deeply. He just knew that his grandmother's prayers were going to bring him home safely.

While Gordon was in Naples, Italy he unexpectedly met up with Arnold Motz, his old friend from Ventura Chapel in Portland. Motz, at that time, was attached to the British 8th Army.

After four years Gordon left the Navy and returned home to Portland. He attended Multnomah College and got a job delivering telegrams while in school. He knew Portland like the back of his hand. He remembers the Canyon Highway to Beaverton when it was just a two- lane road. He then went to the University of Oregon to finish his education and pursued a career in business. One interesting venture he was involved in was the very first credit card endeavor. It was called the National Credit Card Company. It did not last long, however, as it ran out of money, but that was the start of the credit card era.

Gordon was introduced to Sharon by a mutual friend from church. They became good friends. Finally, in 1988 they were married in Hawaii. Sharon attended Fourth

Plain Church of the Nazarene in 1983 and Gordon in 1988. They became members of the church together in 2009.

Gordon and Sharon have built a life in Vancouver with Gordon experiencing a fulfilling career in business. His last position was Finance Director of Goodwill Industries where he wore many hats including safety management. He retired in 1991 after 18 years, at age 70. After retiring, Gordon and Sharon bought a 24 ft Sea-Ray cabin cruiser with a flying bridge and had a lot of fun taking friends and family out on the Columbia River. They would go out at Christmas time to see the Christmas ships. They took several trips to Astoria to see cousins Bob and Dick.

Gordon had one daughter, Jill, who tragically passed away in 2011. Gordon also has a son, Geoff, who lives in Vancouver and has a successful business. He has three grandchildren and one great grandson. Gordon and Sharon have had four German Schnauzer dogs with their favorite being, Annie.

Gordon was in his 80' s when he learned he had a half-sister. His mother had remarried and had a daughter, Bobbie. His mom never told Bobbie about Gordon and Jerry, but Bobbie' s daughter found out about them and they connected. It was a very warm reunion; Gordon and Bobbie bonded immediately. They only had that one time together as she passed away soon after that meeting.

Gordon's birth mother, Mary, stopped in Portland to see Jerry one day. Gordon asked Jerry later, "Did she mention me?" Jerry said "No, she didn't." Gordon was hurt, but it was really Mary' s loss. She never knew what an amazing man he became.

We all know Gordon has an infectious sense of humor, is quick witted, and loves to make people laugh. He loves people and wants to help someone, anyone who needs anything. For example, Gordon and Ken Kilgore used to go to hospitals on Thursdays and visit with anyone that needed someone to speak with.

Gordon loves funny hats and ALWAYS wants to be near the water. He says he was born 100 years too late as he would have loved to be a sea captain. When anyone asks Gordon, "How are you doing?", He always has a great answer, "I am blessed."



Gordon and Sharon at his 100th celebration at the Church of the Nazarene.



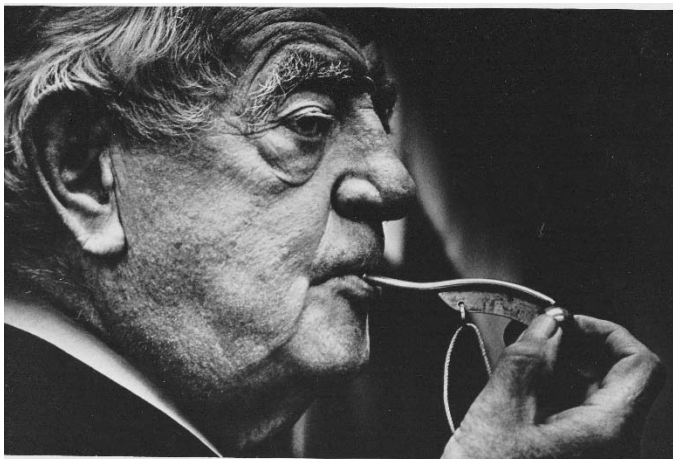
Quartermaster Smith joins the scraping and painting work party on LCI(L) 713. He still visits the 713!

The Judge Who Mustered Jurors and LCI Sailors

By Jeff Veeseemeyer

Forty-three years had passed since former LCI skipper Richard G. Harvey last mustered his crew. The shrill “Tooo-weet! Tooo-weet!” of a boatswain’s pipe, followed by “Now hear this,” always got their attention. It could be heard in every corner of *LCI(L) 1074*.

In 1988 as a Reserve Circuit Judge in Milwaukee County, Harvey needed a way to muster jurors too. The jury room was on the second floor of the courthouse. Either the bailiff, a clerk or the judge had to climb the stairs to call jurors back to the courtroom. One day Judge Harvey brought in the pipe that had been used by his boatswain on *LCI(L) 1074*. It worked. A couple of shrill “Tooo-weets,” is all it took to summon the jurors to his quarterdeck...the courtroom.



Judge Robert G Harvey demonstrating how to summon jurors with a boatswain pipe.

Harvey, the boatswain pipe and *LCI(L) 1074* first met up on 30 June 1944. The *1074* was moored at Defoe Shipyard in Bay City, Michigan. At 0800 the commissioning party came aboard. After a short speech, the ship

was turned over to Lt.(jg) Richard G. Harvey, Jr. commanding officer. At 0900 he ordered Watch Set, Starboard Section. The 24 enlisted and 4 officers stowed gear and became acquainted with their 157-foot amphibious vessel designated Landing Craft Infantry (Large).



*Judge Harvey hung his tattered battle flag from *LCI(L) 1074* in his courtroom at Racine, WI.*

Defoe Shipbuilding Company was a small shipbuilder. They began by building private yachts and commercial vessels in 1905. The shipyard was located on the Saginaw River near Lake Huron. During WWI they got contracts for minesweepers and torpedo chasers. For the next 20 years they produced commercial vessels, private yachts, patrol boats, harbor tugs and Coast Guard cutters.

When WWII began all ship building production was for the war effort. They built 154 ships that included minesweepers, patrol boats, destroyer escorts and LCIs. They developed a technique called the “upside

down and rollover.” The hull was welded upside down. This was a faster and easier method for welding. Then it was rolled over and completed right side up. The hulls for LCIs were trucked to Defoe in the three pieces...bow, stern, and midship sections. The *LCI(L) 1074* was built in two weeks.

The crew of the *1074* were all Navy Reserves except for Chief Boatswain Mate Miglore who was a career navy guy. Lt.(jg) Harvey had never seen the ocean. He’d been an attorney in Wisconsin until the war. The executive officer, Ensign J.L. Miller had just graduated from college. Pharmacist Mate Joseph Gage recalled their shakedown cruise on Lake Huron.

Joe Gage PhM3/c: We went on a shakedown cruise that lasted about four hours. We made a few turns and when we got the thing up to 16 knots it'd be shaking like, if you were driving an old car and you were really moving. You know with hood shaking up and down, well the ship shook like that with all eight diesel engines at full throttle. Cruising speed was about 11 knots. It couldn't run very long at 15 knots.

The *1074* passed their shakedown. A guide pilot was assigned to ship and they left Bay City for Chicago. Harvey’s wife and children lived in Racine, WI along the Lake Michigan lakefront north of Chicago. He contacted his wife to let her know about when their flotilla of ships would be passing by enroute to the Chicago Harbor. His daughter remembers seeing many ships pass by and waving to them. Her story follows.

When the *1074* entered Chicago Harbor, the guide pilot took over and brought them into the Chicago Sanitary and Ship Canal.



The LCI(L) 1074 was laid down 12 June 1944 and launched just 14 days later.

This dredged waterway took them southwest from Chicago and connected to Illinois & Michigan Canal. This took them to the Illinois River and eventually the Mississippi River at St. Louis. It was a slow 350-mile trip on a narrow and shallow waterway which was no problem for a slow, narrow, and shallow draft LCI. The *1074* entered the Mississippi River on July 1944.

Joe Gage PhM3/c: We couldn't run at night on the Mississippi. We only ran during the day. We had our river pilot aboard. When it started to get dark, he'd have us beach someplace along the Mississippi. We'd tie up to somebody's dock and layover that night and leave the next morning. That trip took us a week to reach Galveston.

From Galveston the *1074* went to Panama. They waited several days for their turn to go through the Panama Canal. They weren't the only ship. When smaller ships went through, they'd all tie together in a nest. There were a couple of destroyers and several LCIs passing through the canal with them. It took

a whole day. As they pulled away from Panama the crew wondered if they were headed north for California or out to Hawaii.

Harvey had the bos'n muster the whole crew with his boatswain's pipe. When all hands were gathered the skipper told them, "We're going across and our first stop will be Bora Bora."

EDITORS NOTE: John Harvey is compiling a history of the *1074* from his dad's stories, deck logs, action reports, an oral history of Joseph Gage, photos, and memorabilia. The *1074's* Pacific War chapter will be continued in the September 2021 Elsie Item. John and his sister submitted two short stories about the *1074's* initial journey.

Waving at the Ship

By Valerie Harvey

I'm not sure how my mother knew when my dad's ship was coming by. Maybe she got a telephone call. I was only six years old at the time. The date was July 8, 1944. We got up early, walked across the road, through an empty lot, over to the lake bank where we looked out on Lake Michigan just as the sun was coming up. I can remember clearly what I saw at that moment, a vast flotilla of ships all along the horizon, a long line of ships, more ships than I had ever seen before.

Mother said that dad's ship was out there and we both waved. I wasn't sure which ship was his among all those ships, but I knew that I really wanted to wave to my daddy as he sailed by. I was very excited to see so many ships. I asked my mother where the ships were going, and she said Chicago. But I wanted to know more and asked where after Chicago. She explained,



Lieutenant junior grade Harvey with two of his children in 1944. The family moved to Wind Point north of Racine, Wisconsin in October of 1941.

that daddy's ship would go down the Mississippi River, into the Gulf of Mexico. I was even more excited when I realized the lake in front of my house was connected to the Mississippi River and the ocean.

I also remember that I felt sad that morning when I watched my daddy's ship go by. I didn't know when I would see him again. I think my mother felt sad too. She held my hand and we stood there for a long time watching the ships. That was the last time I saw my daddy until January of 1946 when he finally came home from the war a year and a half later.

Memphis Mist

By John Harvey

Most LCIs were built with the capacity to make a thick smoke screen. Yes, make is the right verb as this operation was referred to as "making smoke." A very effective Bessler fog oil smoke generator was mounted on the fantail. The primary purpose for creating a smoke screen was to hide

troops as they were disembarking from the ship and protect them from the sights of enemy gunners. In addition, because LCIs were small and maneuverable, they were used to lay smoke screens for bigger ships such as destroyers, cruisers and aircraft carriers to shield those ships from air attack.

One of my dad's stories that I always remembered was on this topic of making smoke. He told me that as they sailed the 1074 down the Mississippi River they performed frequent practice drills for general quarters, for fires and for making smoke.



Lt.(jg) Robert G. Harvey, skipper of LCI(L) 1074.

He said that as they were sailing by Memphis, Tennessee he ordered a smoke screen drill. He explained that it went real well. They laid down a perfect dense, thick smoke screen over the water. Then, suddenly the wind shifted out of the west, gusted strong, and blew the smoke screen towards the city of Memphis. It was rush-hour and my dad recalled how he watched in horror as the thick smoke screen rolled

ashore and enveloped the main highway that ran right alongside the river.

He told me that he felt helpless as he watched the smoke screen engulf the busy road. He pictured cars crashing and crunching into each other and general mayhem ensuing. He spent the night in a state of anxiety waiting to get a radio message about his mistake. He imagined newspaper headlines the next day decrying how a Navy ship laying a smoke screen had caused multiple traffic accidents.

He said he was very worried that he and his crew members would be disciplined. But no radio message arrived during the night. The next morning before he departed from a nearby overnight mooring, he checked the Memphis paper. My dad was relieved when he found there were no headlines about massive rush hour traffic accidents in Memphis.

Whenever he told this story I could picture the smoke screen rolling ashore and could imagine the suddenly blinded drivers crashing into each other in the fog. I always felt a huge sense of relief when he got to the end of the story and nothing bad had happened.

As I read through the deck log I wondered if I would find what might be called verifying evidence for this story. I scanned carefully and was pleased when I found this entry posted for July 14, 1944 the day the *LCI (L) 1074* passed by Memphis. "*1530 Held Smoke Screen Drill.1537 Smoke Screen Secured.*"

I noticed that only the bare facts were recorded. Nothing about the smoke screen drifting ashore was mentioned and probably that was for the best.

History uncovered from photos/videos taken on LCI(R) 1024

By Gary R. Frogner, LCDR, USN, RET

My dad enlisted in 1939 and served for 23 years aboard USS *Saratoga* (CV-3), USS *Wando* & USS *Hiawatha* tugs at Bremerton Shipyard, then *LCI-1024* before transferring to the Construction Battalion (SeaBees) after the war. Last year he visited in Washington DC aboard a sponsored “Honor Flight” which really helped him open up about his service.

He retired in 1960 but was recalled to active duty in 1966 to serve two more years in DaNang, Vietnam. His service inspired my enlistment in 1973 and subsequent commissioning in 1981 to serve 21 years, all in submarine service.

I discovered a United News newsreel YouTube CriticalPast site that highlighted the SAME prisoners surrendering that I recognized from NavSource photos and Elsie Item issue 103.



This photo of the POWs on the 1024 was submitted by Charlie Ritz and it published in the December 2018 Elsie Item.

Curious about where United News obtained the raw footage, I searched the National Archives and found eight minutes of video (no sound) of the SAME prisoners surrendering aboard *LCI(R)-1024*, taken by Lt. A.G. Krienke and Sgt. J. DuBois, both of Army's 3221st Signal Services Detachment who were aboard *LCI(R)1024* at the time.

To give even greater historical context to these photos, *LCI(R)-1024* and others were operating about 100 to 150 yds off the extreme southern coast cliffs of Mabuni Hill (Hill 89). This is where the Japanese Commanding General Mitsuru Ushijima and his Chief of Staff committed ceremonial suicide, as the Army 7th Infantry was attacking the hill, just before dawn on June 22nd.

The National Archive video was taken on June 21st & 23rd, at the base of the cliffs that held the Japanese headquarters. Location is verified by this photo taken from *LCI(R)-1024* that shows the cliffs of Hill 89 in the background where I've highlighted two Japanese (one in the water swimming toward the LCI and another on the shore).



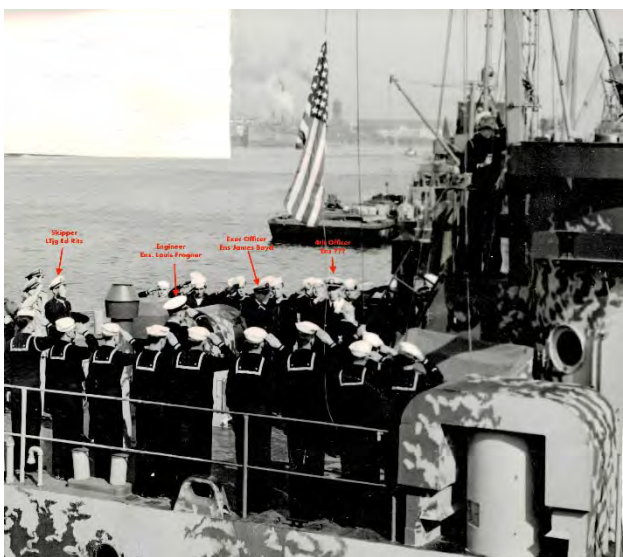
Gary Frogner's photo shows Hill 89 at the southern tip of Okinawa. Two Japanese soldiers (highlighted) are being told to swim out to and surrender at *LCI(R) 1024*.

At the top of the cliffs (hill 89) in this picture, which was directly above the Japanese headquarters cave, is now the location of the Okinawa Peace Memorial. I've compared my photos of these cliffs with modern pictures of the same cliffs taken from the memorial - they're the same.

Here are pictures of the officers and crew of the *LCI(L) 1024*.



LCI(L) 1024 officers are L-R: Unknown Ensign, Ensign James E. Boyd (XO) Ensign Louis R. Frogner (Engineering), Lt.(jg) Edward Joseph Ritz. (CO).



Commissioning day 5 June 1944 Portland, OR on the *LCI(L) 1024* (before rocket conversion) Officers Ritz, Frogner, Boyd, Ensign? Censors blocked out some warships.



Crossing the line ceremony on *LCI(R) 1024*. Ensign Frogner is standing in center.

And finally, here's a picture of my dad a little over a year ago (at 99 yrs.) on an Honor Flight from Seattle to Washington DC. They do an amazing service.



Frogner, age 99, gets a welcome home Crossed Sword Salute in Seattle after his honor flight in 2020.

My dad didn't speak a lot about his service so through this research and resources like the Elsie Item, I've gained a much greater appreciation for the contributions of the countless individuals who served in the amphibious force.

Flotilla 11 at Normandy, Gold Beach

By Carl Batzkall

Led by the *LCI(L) 530* the Flotilla Flagship, LCI Flotilla 11 landed troops on the U.S. beaches code-named Omaha and Utah, the British beaches Gold and Sword, and the Canadian beach code-named Juno.

Assigned to Flotilla 11 are also twelve LCIs from Flotilla 2. This brought the total for Flotilla 11 to 43 LCIs that approached the Normandy beaches at dawn on 6 June 1944.

Leading the way to Gold beach was Group 31 consisting of nine LCIs numbered 499, 500, 501, 502, 506, 507, 508, 509, and 512. They were formed up in accordance with orders in the three columns. The first was led by 501 with the 507 and the 509 in her wake. Leading the group and the center column was the 512 with the 500 and the 499 astern. In the right-hand column, the 506 led the 502 with the 508 following.

At 0855 Group 31 arrived off Gold Beach and for a period of five minutes the LCIs circled the ingoing area waiting for the signal to proceed to the beach. Shortly after 0900 the signal came, and the group prepared to beach. The last movement for landing was underway.

At 1030 the 502 was singled out and came under artillery and mortar fire. Her deck log reads: "Starting in to Green sector of Gold Beach Asnelles-Sur-Mer, Arromanches sector."

The noise smoke and confusion increased as 502 threaded her way through a mass of

wrecked landing craft, tanks, and beach obstacles. Due to the confusion of the beach conditions her order of landing disappeared, and it became "every ship for itself." As she neared the beach her hull scraped a submerged object for the length of the vessel but suffered no damage.



LCI(L) 502 lands British troops onto the beached LCT 857 on Gold Beach.

Unable to find a clear landing spot on shore an alternative was chosen by necessity. The skipper, Lt.(jg) Steven Humsjo ran the bow of the 502 right up on to a beached and stranded British LCT. The vessel HM *LCT 857* was parallel to the beach. It had taken several shell hits and was in no shape or position to disengage herself from the beach. However, she did make what Humsjo considered the best possible place to for disembarking his 196 men and officers of the Durham Light Infantry Brigade, British 8th Army.

The crew extended the ramps from *LCI(L) 502* onto the deck of *LCT 857*. The troop struggled down the ramps that were at somewhat perilous angles and clambered onto the LCT. Then they dropped off the bow ramp of the LCT onto the beach.

While the British troops were disembarking the *502s* crew became involved in two rescue missions. First, the skipper of the British LCT requested a tow off the beach as the *502* retracted. Her deck gang rigged a cable and passed it to the LCT. The plan was to unbroach the LCT as the *502* retracted from the beach. Then some stranded British sailors who had lost their landing craft asked if they could be taken off the beach. The deck gang passed another line down to them. It was secured on the broached LCT and the sailors began climbing hand over hand up to the *502*. They were able to rescue 27 sailors before it was time to retract.

At 1141, with the tide beginning to ebb, the *LCI 502* was in danger of being stranded on the beach. They were unable to unbroach the LCT. Hunsjo ordered the crew to cast off the line attached to the LCT and they began backing off the beach. After successfully retracting the *502* threaded her way back through the wreckage that littered Gold Beach. Her part of the D-Day assault was over. She had landed her troops. Ferrying fresh troops across the channel would soon begin.

After arriving in the transport area her crew remained at action stations for most of the day. At around 1600 the LCIs of Group 31 formed up and set out for England. Seven hours later the lights of the Isle of Wight came into view. They were safely back from the “far shore.”

Following in the wake of *502* back to England was the *LCI 506*. She led Group 31s right hand column to Gold Beach that morning. In the process of putting her troops ashore she hit an explosive device and

suffered a large hole in the port bow. The flooding was limited to the forward bow area. She successfully put her troops on the beach and then was able to retract.

The *LCI 508* which had brought up the rear of the right-hand column behind the *LCIs 506* and *502* made it to Gold Beach without incident. She was able to extend and drop her ramps to disembark her troops. The center column of *LCIs 512, 500* and *499* had also landed their troops and retracted successfully.

“Fortunately, the mine did not explode”

In the left column *LCI 509* struck an obstruction tipped with a mine. The stake pierced the ships hull in the engine room. Fortunately, the mine did not explode. She was able to get to shore and disembark her troops. The *509, 507* and *501* remained on the beach, under fire, while the hole in the hull was plugged. Once seaworthy again, the three *LCI* retracted and headed for the transport area. The *509* plied the waters of the channel for 32 days until being ordered back to Dartmouth, England for repairs.

The amphibious Group 31 made 30 trips back and forth across the channel. Most trips began at midnight, ferrying army and Marine Corps troops. After the main assault and follow-up the *509* was called on to do tug duty at the man-made harbor near Arromanche. After the main build up of troops and supplies the duties for the amphibious forces became more routine. The *509* was ordered back to the United States. The *502* was eventually ordered to Edinburgh, Scotland where she was turned over to the Royal Navy.



AMERICAN HEROES

Landing Under Fire

Amid bullets, shellfire and bombs, a Coast Guard pharmacist's mate helps put U. S. troops ashore on Sicily

Solomon Parker, a 25-year-old New Yorker, was one of the Coast Guardsmen who landed our troops on Sicily. Parker's boat went in under machine-gun fire, put its troops ashore, raced out through machine-gun bullets and 88 mm. shellfire, picked up three more loads, took them in under bombing attacks. Throughout the action, Sol Parker did his work as pharmacist's mate, helped form one of the Coast Guard's smooth-running, unpublicized landing teams.

To prepare for the Sicilian invasion, the Coast Guard had sailed flat-bottomed craft across the Atlantic, rehearsed the landing diligently in order to perfect split-second timing. Before shoving off, Parker went through heavy air raids, gave tetanus inoculations to 100 Coast Guardsmen. After the invasion, he was selected as officer material, brought back to the United States, sent to Reserve Officers School at the Coast Guard Academy in New London, Conn.

STORY BY DON WHARTON—DRAWINGS BY JOHN J. FLOHERTY, JR.—32ND IN LOOK'S AMERICAN HEROES SERIES



1 The LCI's (landing craft, infantry) run into rough weather in the Sicilian strait. No. 96 rolls wildly, threatens to capsize momentarily. Sol Parker goes below to check troops' water, finds 200 men in their bunks, most of them sick.



2 Fifteen miles from Sicily a destroyer bobs up, checks the landing boats to see they're headed for the right beaches. Parker's boat passes two more guide ships: a PC boat anchored off Licata beach, then a subchaser closer to shore.



3 Four miles off Licata, the LCI's run into enemy searchlights. One sweeps the sea, finds the invasion flagship. Another picks up No. 96. Solomon Parker, standing ready at his battle station, waits for the enemy to open fire.



4 Moving on toward the hostile shore, the LCI passes a ship spawning Higgins boats which race to the beach with first-wave troops. No. 96 pushes on slowly—timed to reach the beach a short time after the Higgins boats.



5 Enemy machine guns open up, fill the sky with tracers. As No. 96 gets within 100 yards of the beach, bullets begin hitting. "Get down on your bellies," Lt. John Whitebeck calls. Parker keeps bobbing up—to see who's hit.



6 The LCI pushes on, reaches shallow water, begins rolling out its ramps. While troops below wait the signal to land, two Coast Guardsmen stripped to their shorts stand by under fire: J. W. Neece and Durward Nelson.



7 In a rain of machine-gun bullets, Neece and Nelson push ashore and back to No. 96—testing the water's depth. Then Neece grabs a raft carrying a 30-pound anchor, takes it ashore to hold a guide line for the troops.



8 While the Coast Guard clears the way, the troops crouch behind protecting bulkheads. Now they come tearing down the ramps, hit the water, press on to the shore. In his exposed position Parker watches for wounded.



9 In a few minutes after starting the ramps, the crew puts all troops ashore and pulls off—under fire from 88 mm. batteries far inland. The boat backs out by pulling a cable attached to an anchor it had dropped coming in.



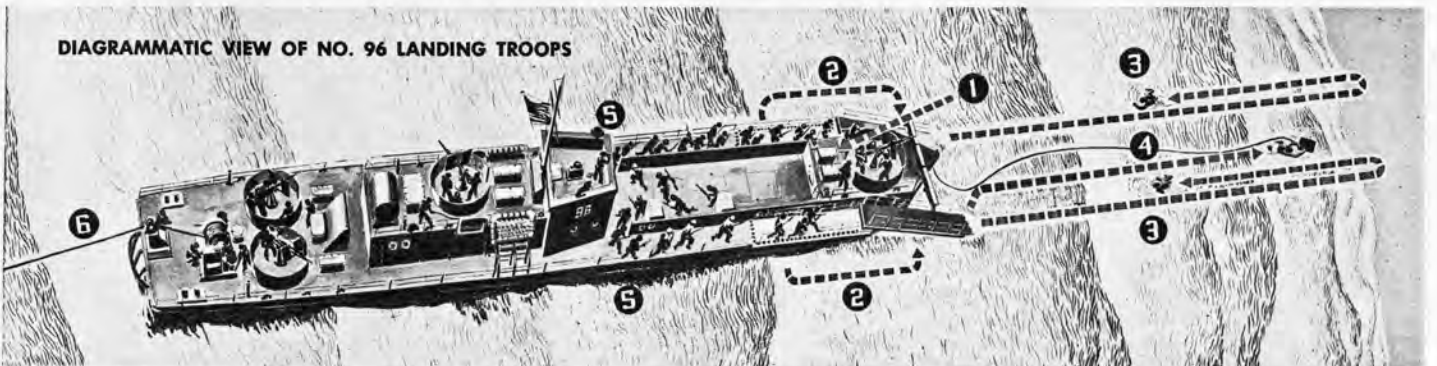
10 Shrapnel tears through a member of the No. 1 gun crew. Whitebeck yells for Parker, who crawls through a narrow opening, rips off the man's life jacket and shirt, fixes him up. No. 96 zig-zags while shells land nearby.



11 Parker's boat rendezvous with other LCI's, then gets orders to go to the aid of another landing boat. As No. 96 ties up, German bombers attack. In a flash, troops climb into trucks on the deck, open fire with the trucks' guns.



12 Several hundred troops clamber down rope ladders, ride No. 96 into Licata harbor—now in Allied hands. Parker's boat goes through another bombing unhit, races back for more troops, puts four loads safely ashore.



1. Parker's battle station near No. 1 gun 2. Ramps rolling forward 3. Neece and Nelson testing water ship-to-shore
4. Neece taking guide line ashore 5. Troops heading for ramps 6. Cable to pull ship out of sand

Telling the stories of fallen LCers

By Jeff Veesenmeyer

“Tell your story.” That is the message repeated by veteran museums, military organizations, and our LCI National Association. But what about the veterans whose stories were lost when they paid the ultimate price of service.

A new effort has been started to tell the stories for those who can't tell their own. A military veteran website was developed by Ancestry.com. It is named Fold3.com. The name signifies the third fold of our flag. Traditionally the third fold in flag folding ceremonies honors and remembers veterans for their sacrifice. Fold3 has created a memorial page tool that allows any visitor to tell a fallen veteran's story...for free.



Don Milne is founder of the nonprofit Stories Behind the Stars.

One writer, Don Milne of Utah, made it his goal to tell the story for every fallen WWII veteran in his home state. With the help of volunteers, they posted Memorial Gold Star stories for the 2,100 fallen WWII vets from Utah. He named his nonprofit

volunteer group Stories Behind the Stars. Now he wants to post Memorial Gold Star stories for the other 400,000 plus WWII service men and women who were lost during WWII. It's a daunting task that must be broken down by battles, states or units. The group now has 900+ volunteers. They just completed memorials for the 2,502 Americans who were killed on 6 June 1944 during the D-Day invasion.

There were about 30 LCI coast guardsman and sailors killed on D-Day at Omaha and Utah beaches. I helped write some of those stories. I've included three of my stories here. Many more can be found on Fold3.com by searching the veteran's name and WWII memorial.

The names of all the fallen LCI sailors can be found in our annual Memorial Day listing at the back section of this Elsie Item – Deck Log Issue #113.

George Albert Kelly KIA on LCI(L) 232 at Utah Beach

George Albert Kelly. Kelly was born in Madisonville, Kentucky on October 18, 1920. His parents were Dan and Bessie Kelly. He had three siblings: Christine, Charles, and Mary. His father Dan Kelly worked as a Ford Dealer before opening his own garage. Kelly grew up working in his father's garage and this is where his love of mechanics grew.

In addition to working in his dad's garage, Kelly was active in sports, attended church, and played the trumpet for his high school band. Working in an auto repair garage had another perk. He was one of the few teenagers who was able to obtain and own

his own car during the Depression. This made him extremely popular.



In July 1942, Kelly joined the Navy. After boot camp Kelly reported to Chicago for training on diesel engines. After graduation, he continued his education by taking a class in Class A Group 3 diesel engines. In November 1942, he was transferred to the amphibious forces training center at Little Creek, Virginia. He was assigned to USS Landing Craft Infantry Large (*LCI(L)*) 232. He steadily rose in rank from fireman first class and made Chief Motor Machinist Mate on June 1, 1944.

LCI (L) 232 was a 158-foot landing craft with a crew of 28 men and was armed with four 20-milimeter guns and two .50-caliber machine guns. The crew had already participated in the invasions of North Africa, Sicily, and Anzio when *LCI (L)* 232 was sent to Cardiff, Wales. The ship underwent repairs and maintenance at Cardiff while the crew was given time to relax a little. Although no official orders had been given the crew knew a major invasion was imminent and that Normandy was the probable location. "We hadn't been told but we knew," reported one crewmember.

In late May *LCI (L)* 232 was ordered to Plymouth, England. On 4 June 250 soldiers crammed onto the transport and the countdown to D-Day began. Bad weather delayed the invasion. The men were stuck aboard the small ship in the rough English Channel. Some of the crewmembers sat with the soldiers as the Army colonel spoke to his men about what to expect once they hit Utah beach. The sailors knew they would be experiencing the same danger until the last of the troops had been unloaded on the beach.

Shortly after midnight on 6 June the massive, allied convoy headed for the coast of France. *LCI (L)* 232 reached its destination about 2 a.m. and waited for daybreak about 12 miles offshore. The battleship USS *Texas* was the first ship to fire its guns. "The USS *Texas* was sitting right there along with two or three cruisers and some destroyers" reported a shipmate. The USS *Texas* opened up and then a cruiser closer in started and a destroyer even closer to the landing beach opened up too.

With the destroyer USS *O'Brien* as escort, *LCI 213* and 21 other LCIs of Flotilla 2 began their approach to Utah Beach. The two columns of amphibious ships began encountering beach obstructions 1000 yards from the beach. They had been warned that many stakes were tipped with teller mines. Channels to their landing zone had not been cleared. It was decided to disembark their troops on to smaller LCMs and LCVPs that could better negotiate the obstacles and get the troops to shore.

As the soldiers aboard *LCI (L)* 232 waited to disembark an Army officer watched several American vessels sink in rapid succession.

The lieutenant would say “There’s a ship going down. There goes another one down.” At 1042 all the troops had been successfully disembarked. The flotilla had been lucky to survive heavy fire from the beach and avoid setting off any mines. The Flotilla Commander ordered the column to follow 214 closer to the beach. This was an apparent attempt to find a safer approach for the next wave. The attempt failed and 214 turned back out to sea with the 232 and column of LCIs following close behind. Officers on the 214 heard a loud explosion and turned in time to see the 232 get blown out of the water by a mine. It immediately rolled over and began to sink. Those below deck never had a chance. George Kelly was the Chief Motor Mac. His general quarters station would have been the engine room in the lowest compartment of the ship. The ship sank with hull facing up within five minutes. One man managed to crawl up from the galley with a broken leg. He was dragged into a life raft as the ship turned over and disappeared.

Only 13 men from the crew of 28 survived. All the survivors suffered some type of wound. For their efforts in saving the lives of crewmates, three crew members received Silver Stars while one was awarded the Navy Cross posthumously.

George Kelly’s parents received this letter from Lt.(jg) William R. Watson the commander of LCI(L) 232.

“I fully realize the inadequacy of anything I can say to you to lighten the burden of grief and anxiety which must be yours at this time. I hope you may receive some comfort and courage in the knowledge of your son’s brave devotion and splendid service. Your

son was a fine sailor who was respected for his professional abilities, his conscientious performance of duty according to the highest standards of our naval traditions and his qualities of fellowship and leadership which made him a fine shipmate. He was well liked by all the officers and men aboard the ship. I profoundly hope that you may find solace in the thought that he lies buried with honor in the sea he served so well. The memory of your son will remain a constant inspiration to all who knew him and who must now carry on the struggles to preserve the ideals for which he so devotedly gave his life. He was a credit to his home and country, and you may justly be very proud.”



Kelly, George A. Chief Motor Machinist Mate is listed on this D-Day Memorial.

Kelly was listed as missing-in-action until March 30, 1945 when the Navy officially declared him killed-in-action. Kelly was awarded the WWII Victory Medal, the European-African-Middle Eastern Area Service Ribbon with five stars, the American Area Campaign Medal, and the Purple Heart. He is listed on the Tablet of Missing in the American Cemetery in Normandy.

This story is part of the Stories Behind the Stars project on Fold3.com.
www.storiesbehindthestars.org.



**Leslie W. Fritz KIA at Omaha Beach
LCI(L) 91**

Leslie Wayne Fritz was born in 1922. He was raised Protestant by his parents on Staten Island, New York. His brother Stanley remained in Staten Island throughout the war. Leslie graduated from high school at age 17 and joined the U.S. Coast Guard.

He received training for an amphibious ship designated as Landing Craft Infantry-Large. His ship was the *LCI(L) 91*. It was built at Orange, Texas and commissioned in February of 1943. This was a flat-bottomed ship designed to transport and land up to 200 troops on a beach. Armament included four single 20mm guns and two .50 caliber guns. The *LCI(L) 91* participated in landings in North Africa and at Salerno during 1943. In 1944 the ship was sent to England and the crew began training for the invasion of Normandy.

The *LCI(L) 91* departed from Weymouth, England in the late afternoon of 5 June 1944. It was joined by a convoy of LCIs in Flotilla 10. Each ship had 200 Army troops to be landed on Omaha Beach. They crossed the English Channel without incident. At 0730 they began their approach to Dog White Beach. There were no markers to identify cleared channels to follow. A maze of obstructions showed above the low tide water line. Many stakes were topped with teller mines. Sunken tanks and landing craft protruded above water. Artillery shells and small arms fire was hitting the water as the shipped was maneuvered towards the beach.

Seaman First Class Fritz was probably on deck to help with disembarking troops. When the ship could go no further without hitting a mine, the ramps were lowered, and troops began wading to the beach. The rising tide forced skipper Lt.(jg) Arend Vyn to retract and find another location to beach. The starboard bow clipped a stake and set off a teller mine. It blew a two-foot hole in the hull and sprayed shrapnel on the troops and crew. While moving further west another violent explosion occurred forward of the con tower. Fires raged on the well deck. The hull and bulkheads were damaged, and the ship was listing. The skipper ordered abandon ship. The remaining 60 army troops were told to drop their packs and go over the side. Several drowned. Some crew and troops went into shore. Others were picked up by a rescue cutter.

Leslie Fritz had been hit in the head with shrapnel and killed. Shipmates James Atterberry, Ernest Johnson, and Stanley Wilczak were also killed by the explosions.

Several days later LCI sailors went to the beach looking for missing shipmates. They found the temporary grave for Leslie W. Fritz S1/c. Poppies were in bloom on the dunes. Some flowers had been picked by locals and placed on the graves. Fritz was later moved to the Normandy American Cemetery where 9,387 Americans are buried.



This is the grave marker for Leslie Fritz at the Normandy American Cemetery.

This story is part of the Stories Behind the Stars Project on Fold3.com



Rocco C. Simone KIA LCI(L) 88 on D-Day

Rocco Simone was from Detroit, Michigan. He was born in 1921. He lived with his older brother Dominic and sister-in-law Rose who were both age 27 in 1940. They lived at 6106 Rohns Ave. in Detroit. Rocco joined the Coast Guard and had attained the rank of Seaman Frist Class by 1944.

The LCI(L) designation is for Landing Craft Infantry (Large). These ships were flat-bottomed, enabling them to land on a beach and retract back out to sea. They had a draft of only five feet when loaded. The 88 had a compliment of 4 officers and 29 enlisted men. Ladder ramps were lowered on the port and starboard bow for the troops to disembark. The *LCI(L) 88* was launched on 20 December 1942. She participated in campaigns in North Africa, Sicily, and Salerno during 1943. She arrived in England to prepare for the Normandy invasion in November of 1943.

LCI(L) 88 left Weymouth, England for the invasion of Normandy on 5 June 1944. Simone would have been on deck during his watch while crossing of the English Channel. He was a Seaman First Class and could have been assigned to gun crew. The troop compartment had two specialty trained platoons of about 140 men. Platoon C-8 of the 6th Naval Beach Battalion would be setting up their communication, medical and evacuation team on Easy Red of Omaha Beach. An engineering platoon would begin clearing the beach for roads. *LCI(L) 88* was in the third wave. They began their approach to Easy Red at 0730.

Something looked terribly wrong as they neared the beach. The Coxswain couldn't see his landmark. The high ground was shrouded in smoke. The beach was flat – no holes from the bombardment – and was covered with dark specs. He soon determined the specs were dead and wounded men. Tracers were hitting the water, shells sent plumes of water in the air, the boat hit ground about 200 yards from the beach. The tide was at its lowest. The skipper ordered ladder ramps lowered. A sailor grabbed a guideline rope and pulled it toward the beach for the troops to grab and follow. An artillery shell landed and killed him. He was the first casualty.

With the 88 now beached Simone had duties topside to help with unloading the troops. Shells were landing and the starboard side ramp took a direct hit. Another shell hit while the ship was retracting from the beach. There were casualties on the ramp, in the water and on the *LCI(L) 88*. Rocco Simone S1/c was one those casualties.

Coast Guardsmen killed in action Normandy, 6 June 1944

Alexander, Stoy Kay	USS LST-16
Atterberry, James E.	USS LCI(L)-91
Buncik, August B.	USS LCI(L)-94
Burton, Fletcher, Jr.	USS LCI(L)-94
DeNunzio, Jack	USS LCI(L)-94
Freere, Richard I.	USS LCI(L)-88
Fritz, Leslie	USS LCI(L)-91
Glowacki, Stanley A.	USS Joseph T. Dickman
Johnson, Ernest	USS LCI(L)-91
Moran, Warren J.	USS LCI(L)-88
Rowe, Jack E.	USS Joseph T. Dickman
Siebert, Harry L., Jr.	USS Samuel Chase
Simone, Rocco	USS LCI(L)-88
Wilczak, Stanley	USS LCI(L)-91
Wolfe, Bernard L.	USS LCI(L)-91 (KIA-BNR)

Rocco Simone is among the 15 Coast Guardsman who were killed on 6 June 1944.

SOURCES USED FOR THESE FOLD3 MEMORIALS:

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2. Findagrave.com
3. Honorstates.org
4. Navsource.org
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6. 1940 Census
7. DDay.org
8. National Archives & Records
9. Google Books
10. Silent Heroes Project
11. USSLCI.org
12. Elsie Item May 2011, June 2018

These stories are part of the Stories Behind the Stars project (see www.storiesbehindthestars.org). This is a national effort of volunteers to write the stories of all 400,000+ of the US WWII fallen on Fold3.com. Can you help write these stories? Related to this, there will be a smartphone app that will allow people to visit any war memorial or cemetery, scan the fallen's name and read his/her story.

On This & Every Memorial Day We will remember them

This is a list, but not the complete list. It is simply the compilation of names assembled by many members of the Association from official reports filed during the war years 1942 to 1945. It is divided by the theaters of the WAR, the European Theater of Operations (ETO) and Pacific Theater of Operations (PTO). If known, it includes the Action and Date of the event, that resulted in the casualties. The list only includes the LCI's that sank if there were casualties resulting from the loss of the ship. *The ship losses are noted in italics as Sunk.*



*They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.—Byron*

ETO: Atlantic, European, Mediterranean and North African Waters

LCI(L) 1

Sicily 7/01/1943

KIA Don N. Mace
KIA Russell R. Stark
KIA Ralph A. Austin

Sunk 8/17/1943

Birzerte, by aerial bombing

LCI(L) 5

Bermuda Drownings 2/27/1943

DNC John J. Gray
DNC Clifford H. Radford
DNC Frank Kopriva

LCI(L) 9

Sicily

KIA Ernest L. Fletcher

LCI(L) 10

KIA Charles Bates

LCI(L) 12

DNC Robert E. Hoffman

LCI(L) 16

KIA Stoy Kay Alexander

LCI(L) 18

KIA John W. Paige
KIA Robert J. Maher

LCI(L) 19

KIA George W. Solmn Jr

LCI(L) 20

Sunk 1/22/1944

Anzio, Italy by aerial bombing

KIA Donald F. Hamilton
KIA Harold R. Kalshnek

LCI(L) 32

Sunk 1/26/1944

Anzio, Italy by naval mine

MIA Olindo P. Martello
KIA Paul L. Nardella
KIA William L. Nisbet
KIA Charles W. Seavey
MIA John F. Guethlein
KIA Robert H. Jackson
MIA Warren G. Johnson
MIA David A. Purcell
MIA Eugene L. Sales
MIA Herbert Stake, Jr.
KIA Charles J. Gilbride
KIA Ralph Harding
MIA John E. Campbell
MIA Lawrence M. Kennedy

LCI(L) 33

KIA Walber Kaczyski
KIA Merle Levell

LCI(L) 47

Italy West Coast

KIA Harry Ekey

LCI(L) 76

Italy West Coast

KIA Miles Beck

LCI(L) 88

Normandy 6/6/1944

KIA Richard I. Frere USCG
KIA Warren J. Moran USCG
KIA Rocco Simone USCG
KIA William B. Cole Lt USCG

LCI(L) 91

Sunk 6/6/1944

Normandy by shore battery

KIA James E. Atterberry USCG
KIA Leslie Fritz USCG
KIA Ernest Johnson USCG
KIA Stanley Wilczak USCG
KIA Bernard L. Wolfe USCG

LCI(L) 94

Normandy by shore battery

KIA August B. Buncik USCG
KIA Fletcher Burton, Jr. USCG
KIA Jack DeNunzio USCG

LCI(L) 193

Sicily

KIA Raymond J. Doherty

LCI(L) 209

Normandy

KIA George McAllister

LCI(L) 211

Anzio

KIA Gervase J. Keefe
KIA Charles J. Vesneske
KIA Loren B. Owens

Bermuda Drownings 2/27/1943

DNC Otis H. Merrill
DNC Alton J. Wright
DNC Oliver E. Burton

LCI(L) 212

Normandy

KIA Peter Edmond James
KIA Edward James Martin

Bermuda Drownings 2/27/1943

DNC Jesse A. Ryman
DNC Wilbur A. Light
DNC Willie Stafford

LCI(L) 213

Bermuda Drownings 2/27/1943

DNC Lonnie L. Albert
DNC Vincent G. Farrell
DNC Leroy R. Chamberlain
DNC Allen C. Jensen

LCI(L) 214

Bermuda Drownings 2/27/1943

DNC Charles F. Kennedy
DNC Richard A. Kapff
DNC Jack T. Twiggs
DNC Adam T. Picozzi

LCI(L) 215

Bermuda Drownings 2/27/1943

DNC Grant R. Redding
DNC Thomas L. Leonard
DNC Robert C. Gragg
DNC James L. Riley

LCI(L) 216

Palermo Sicily

KIA Maurice G. Boutell

Bermuda Drownings 2/27/1943

DNC James A. Hayes
DNC Robert L. Jones

LCI(L) 218

Bermuda Drownings 2/27/1943

DNC David H. Muth
DNC Earl L. Roberts

LCI(L) 219

Sunk 6/11/1944

Normandy by aerial bombing

KIA Johnson B. Wiles
KIA Cornelius B. Dorcey
KIA Lester R. Bumps
KIA Albert Combs
KIA Cyril J. O'Connor Jr
KIA Rolan C. Sikes Jr.
MIA John M. Longman

Bermuda Drownings 2/27/1943

DNC Russell L. Bloom
DNC Lawrence R. Wallar

LCI(L) 232

Sunk 6/6/1944

Normandy by naval mine

KIA Howard J. Dague
KIA Roger Huskisson
KIA Walton K. Ellis
KIA Leland A. Glover
KIA Wilbert E. Henke
KIA Roger F. Johnson
KIA George A. Kelley
KIA Robert A. Mett
KIA Mack Penawell
KIA Frank J. Petricca
KIA Charles O. Rector
KIA John H. Shreves
KIA Frank Souza
KIA Raphael Weinstein
MIA Norvie Blaine Tinney

LCI(L) 237

off Taranto, Italy 10/27/1943

KIA Clyde H. Roberson

LCI(L) 319

Gulf of Salerno 9/9/1943

KIA John C. Scheuerman USCG

LCI(L) 408

Normandy

KIA Raymond Aubin

LCI(L) 416

Sunk 6/9/1944

Normandy

KIA Arthur Virgil Shields
KIA John Hawkins

LCI(L) 523

Normandy

MIA Dave J. Moyer

LCI(L) 951

Southern France

KIA Floyd Mage

FLOTILLA 1 STAFF

Aboard LCI(L) 5

Normandy

MIA George F. Edwards

FLOTILLA 2 STAFF

Bermuda Drownings 2/27/1943

DNC John J. Grey
DNC Clifford H. Radford

Aboard LCI(L) 32

Anzio Italy Sunk 1/26/1944

KIA Thomas J. Brown
KIA George Cabana
KIA Jack Elkins
KIA John W. Finck
KIA Delbert Mallams
KIA Hamp L. Richardson
KIA Earl W. Ruebens
KIA George L. Marsh
KIA Ralph DiMeola

FLOTILLA 11 STAFF

Southern France 8/17/1944

KIA William Hendrix

PTO: Pacific, Southwest Pacific and Japanese Home Waters

LCI(L) 22

SWPA Philippine Islands

KIA James A. Barber

LCI(G) 23

**SWPA Babatngon, Leyte
Philippine Islands 10/23/1944
by aerial bombing**

KIA Theodore Morano
KIA George H. Gootee
KIA Loys V. Hayes
KIA Ruben C. Kale
KIA Anthony J. Pulice
KIA Arnold G. Retersdorf
KIA Harold L. Reynolds
KIA Antonio R. Fabian

LCI(G) 23 (continued)

KIA Robert T. Riordan
KIA Stanley C. Winkler
KIA William E. Dutro

LCI(L) 24

SWPA Rendova, Solomons

KIA Mahlon F. Paulson
KIA Ernest Wilson

LCI(L) 34

SWPA New Guinea

KIA Sherman C. Wagers
KIA Edmund J. Baldwin

LCI(L)(G) 65

**SWPA Rendova, Solomons
7/4/1943 by aerial bombing**

LCI(G) 65 (continued)

KIA Hurley E. Christian

Leyte Gulf 10/24/1944

KIA Lester Eugene. Aiston

Lingayen Gulf, Philippines,

MIA James O. Vincent

LCI(L) 69

SWPA Bougainville, Solomons

MIA Thomas W Stanborough

LCI(L)(G) 70

SWPA Bougainville, Solomons

KIA D. H. Shook
KIA Joseph Byars
KIA Eugene Henry Whalen

LCI(G) 70 (continued)
Lingayen Gulf, Philippines

by Kamikaze aircraft
KIA Robert Muir Craycraft
KIA Walter G. Kiser
KIA Densil Ray Phillips
KIA Charles Adolph Poole
KIA George Pressley
KIA James Oliver Vincent

LCI(L) 71

SWPA 10/24/1944

KIA Lawrence Weingartz

LCI(L) 72

SWPA Lingayen Gulf

Philippine Islands 1/9/1944

KIA John R. Mansell

LCI(L) 73

SWPA New Guinea

KIA Kenneth Talley

LCI(L) 74

SWPA

KIA Bernard Yank

LCI(L) 82

Sunk 4/4/1945

Okinawa by suicide boat

KIA Freeman W. Baker
KIA Bernard G. Brockwehl
KIA John T. Eastman
KIA Robert G. Heaberlin
KIA Clyde E. Irvine Jr
KIA Joseph M. Rozeman
KIA Earl H. Settles
KIA John C. Wheatly
MIA Bennie Helton

LCI(L) 90

Japanese Home Waters

Okinawa 6/4/1945

by Japanese Kamikaze

KIA – John P. Ross Jr USCG

LCI(R) 338

SWPA Corregidor

Philippine Islands 02/16/1944

KIA Philip L. Michel
KIA John R. Rauch

LCI(L) 339

Sunk 9/4/1943 SWPA

Lae New Guinea by bombing

KIA Fay B. Begor

LCI(L) 341

Sunk 9/4/1943 SWPA

Lae New Guinea by bombing

KIA Robert W. Rolf

LCI(L) 342

SWPA Lae New Guinea

KIA James Eatmon

LCI(L) 344

SWPA Leyte Gulf

Philippine Islands 10/27/1944

KIA Robert Pumphrey
KIA Jack Lanbert
KIA James Palmer
KIA Edward Woodzien

LCI(G) 347

SWPA Saipan 6/15/1944

KIA Garland Eddington

LCI(L) 352

Japanese Home Waters

Okinawa

KIA Calos W. Jones
KIA Melvin E. Buhr Jr

LCI(G) 365

SWPA Guam 7/21/1944

KIA Charles L. Martin
KIA Casimir Andrew Lesczynski
KIA Edward W. Nemeth
KIA Clifford W. Mossman
KIA Thomas Wilkinson
KIA John J. Gibbs
KIA John F. Harrison

LCI(G) 366

SWPA Guam 7/24/1944

KIA William J. Barry
KIA James F. McWatty Sr
KIA Carmelo R. Sidoti
KIA Richard C. Steyer
KIA Robert W. Unger

LCI(G) 396

Sunk 1/18/1945 SWPA

Palau Islands by naval mine

KIA James R. Wirtz
KIA John P. Mannino
KIA Bobby G. Ozbirn
KIA Delonda J. Self
KIA Robert J. Calvert
KIA Oliver E. Cole
KIA Charles V. Foxx

LCI(G) 422

SWPA Leyte Gulf

Philippine Islands 10/20/1944

KIA William Jenkins
KIA Jack G. Johnson

LCI(G) 438

SWPA Saipan 6/26/44

KIA Robert R. Meili

LCI(G) 439

Hawaii 3/25/1944

DNC Dewey L. Mayes

SWPA Guam 7/24/44

KIA Jessie J. Marzie
KIA Donald Rhodes
KIA Lawrence M. White

LCI(L)(G) 440

SWPA Eniwetok 2/22/1944

by friendly fire

KIA Paul M. McGowan
KIA Robert F. Graham
KIA Joseph Mercoli
KIA Thomas F. Smay
KIA Robert Zielinski
KIA Earl L. Miller
KIA Fred J. Spicer
KIA W. Edward Pappen

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Lee Yates

LCI(G) 441

Japanese Home Waters

Iwo Jima 2/17/1945

KIA William T. Connors
KIA William E. Griffin
KIA Jack D. Starbuck
KIA Julian R. Scott
KIA Clinton E. Snider
KIA Glenn O. De Long
KIA Moses Trexler

LCI(L) 442

SWPA Eniwetok 2/22/1944

by friendly fire

KIA Paul D. Mayes
KIA Gordon McCuiston
KIA George W. Meckley
KIA Fleet F. Willis
KIA Floyd E. Wright
KIA Alexander W. Finney

LCI(G) 449

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Byron C. Yarbrough
KIA Frederick Cooper
KIA William G. Corkins
KIA Lawrence Bozarth
KIA John T. Flock
KIA Bruce Goodin
KIA Clarence J. Hoffman
KIA William H. Hudson
KIA Robert R. Minnick
KIA Ralph Owens
KIA Lareto F. Paglia
KIA Carl F. Park
KIA Howard W. Schoenleben
KIA William Tominac
KIA Glenn H. Trotter
KIA Charles E. Vogel
KIA Frederick F. Walton
KIA Leroy Young
KIA Lee C. Yates
KIA Harry L. McGrath
KIA Edward P. Brockmeyer USMC
DNC Raymond Twyman

LCI(G) 450

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Jack H. Musselman

LCI(G) 457

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Willard D. Helvey

LCI(G) 466

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Thomas E. Coppinger

KIA Huey P. Hester

KIA Charles E. Barton

KIA Glenn A. Foldessy

KIA Robert E. Pipelow

KIA Horace J. Long

LCI(G) 468

Sunk 6/17/1944

SWPA Guam by aerial torpedo

KIA Dean L. Beemer

KIA Leslie G. Foss

KIA Dewey A. Hayhurst

KIA Joseph A. Hunter

KIA Lyan S. Long

KIA Robert G. Marquis

KIA Robert Barnett

KIA Robert G. Davis

KIA J. B. Gladdis

KIA Hollis W. Hicks

KIA Steven A. Karko

KIA Woodrow B. Maggard

KIA Ralph E. Parks

KIA Ralph E. Spaugh

MIA James H. Schuerman

LCI(G) 469

SWPA Guam

DOI Robert A Meaux

LCI(G) 471

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Jessie L. Adamson

KIA James F. Bernethy

KIA Richard Cano

KIA Louis P. Hagan

KIA Billie J. Harris

KIA Troy L. Morehouse

KIA William P. Morrissey

KIA Donald Nygard

KIA Richard H. Pond

KIA Jerry A. Terracciano

KIA James W. White

LCI(G) 473

Japanese Home Waters

Iwo Jima 2/17/1945

KIA Joseph Edward Davis

KIA Dominick S. Gonzalez

LCI(G) 474

Sunk 2/17/45

Japanese Home Waters

Iwo Jima by shore battery

KIA Daryl G. Huish

KIA Fred H. Gray

KIA Donald S. Rappold

KIA Lester H. Welch

LCI(G) 475

Japanese Home Waters

Okinawa 3/25/1945

KIA Leo P. Selan

LCI(L) 559

Pacific

KIA Donald M. Gross

LCI(G) 568

Japanese Home Waters

Okinawa 4/4/1945

KIA Edward L. Kolodziej

KIA James M. Sweatt

LCI(G) 580

SWPA Leyte Gulf

Philippine Islands 10/20/1944

KIA George C. Thomas

LCI(L) 600

Sunk 1/12/1945

SWPA Ulithi

by midget submarine

KIA Seth Bailey

KIA Glen DeQuaisie

KIA Edwin Janacek

LCI(L) 621

SWPA Mindoro

Philippine Islands 1/4/1945

KIA Raymond Carter

LCI(L) 682

ATB Solomons MD 5/26/1944

DNC Thomas H. Reese

LCI(R) 707

Japanese Home Waters

Okinawa 5/3/1945

KIA Harry M. Karnemont

LCI(R) 726

Japanese Home Waters

Okinawa 5/3/1945

DOW Robert A. Compton

DOW Jerome J. Pruchniewski

LCI(L) 727

SWPA Guadalcanal Solomon

DNC M. L. Ward

LCI(M) 807

Japanese Home Waters

Okinawa 4/1/1945

KIA Andrew Karsen

KIA Philip R. Kenny

KIA Thomas E. Perry

KIA Hugh F. Martin

LCI(L) 812

Pacific

DOI Walter Siek

LCI(L) 821

SWPA Palau Islands

5/7/1945

KIA Wayne A. Seath

KIA Lee Henley Raigins

KIA Robert E. Kriniak

LCI(L) 974

Sunk 1/10/1945

Lingayen Gulf Philippines

Islands by suicide boat

KIA William W. Baft

KIA Sidney F. Brennan

KIA Emidue J. Falini

KIA Richard E. Kern

KIA Charles Passwater

KIA Thomas F. Sheehan

LCI(L) 979

SWPA Philippine Islands

KIA Martin J. Fleishman LTJg

KIA Martin F. Deem

KIA William C. Nordan

LCI(L) 1056

SWPA Philippine Islands

DOW Robert Owens

LCI(L) 1060

SWPA Mindoro

Philippine Islands

KIA Alexander J. Osowiecki

LCI(L) 1065

Sunk 10/24/1944

SWPA Leyte Gulf

Philippine Islands by Kamikaze

KIA Sigurd J. Bjertness

KIA Wallace W. Hamlett

KIA Michael M. Jalad

KIA Floyd J. Parker

KIA Lester S. Tumblison

MIA Gordon A. Judson

Codes Used:

KIA: Killed in Action

MIA: Missing in Action

DOI: Died from Injuries non Combat

DOW: Died of Wounds from Combat

DNC: Died Not from Combat

In Memoriam

LCI 13
Robert L. Walsh

LCI 36
David Forman

LCI 70
Quentin Pearce

LCI 192
Jose Marinez

LCI 337
Albert Hunter

LCI 337
Arthur Levine

LCI 404
Alvin Siles Jr

LCI 420
Harold Ashworth

LCI 439
Joseph Mastro

LCI 481
Wallace "Fred" Martindale

LCI 553
Roy Stone

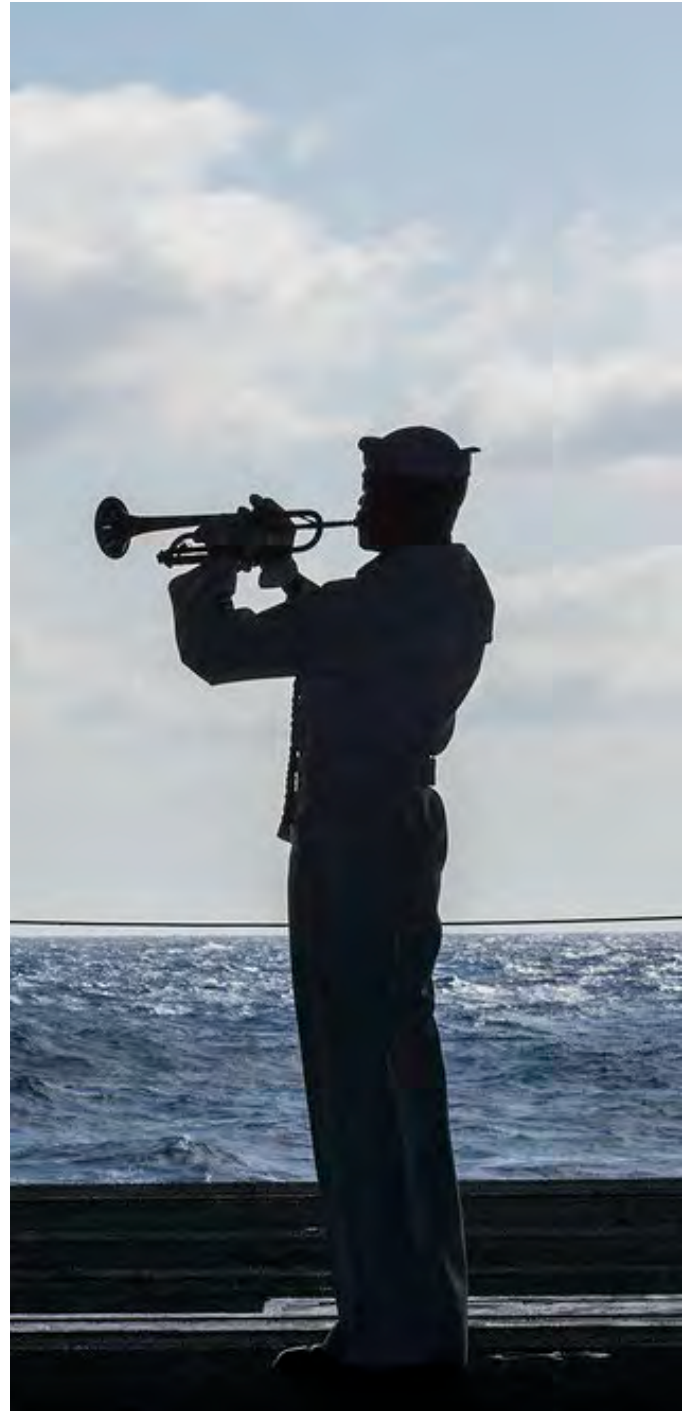
LCI 818
Eddie E. Stolpe

LCI 1062
Richard N. Sheek

LCI unknown
Wayne P. McGee

LCI Flotilla MD
Davitt Felder MD

LCI 561, LCI 475
Pete Selan, (National Secretary)
nephew of Leo Peter Selan KIA



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Attention LCI Veterans and Associates
We need your stories now. Write or email John France.

USS Landing Craft Infantry National Association, Inc.
C/O Robert E. Wright, Jr. President/Treasurer
P.O. Box 407 Howell, MI 48844-0407

Flag Presentation Ceremony



After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington and the sailors and marines who served under captain John Paul Jones who were followed by their comrades and shipmates in the Armed forces of the United States, preserving for us the rights, privileges, and freedoms we enjoy today. See Chaplain's Corner in this issue for the meaning of all 13 folds.